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[40-1]

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Hongkong, 23rd April, 1908. [4827]

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[563]

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Hongkong, 12th October, 1909. [433]



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Hongkong, 12th October, 1909. [435]

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[1226]

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Hongkong, 4th December, 1907. [444]

## "BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA). MACAO.

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[496] THE MANAGER.

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GUIDES AND CHAIRS PROVIDED.  
Every information and special attention given  
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REASONABLE RATES.  
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[41623]

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SMOKELESS POWDERS and CHILLED  
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Inspection Invited.

WM. SCHMIDT & Co.  
Hongkong, 26th October, 1906. [1314]

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FIRING 8 SHOTS in 2 SECONDS.  
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Hongkong, 6th March, 1907. [47]



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The Hongkong Dispensary.

Hongkong, 8th October, 1909. [29]

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications will be inserted.

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The Daily Press.

HONGKONG, NOVEMBER 1st, 1909.

REUTERS, a few days ago, told us that Lord CURZON, ex Viceroy of India, when referring in a public speech to the foul assassination of Prince Iro by a Korean, remarked that the task of ruling a subject Eastern people was hard enough for the British, and the tragedy at Harbin indicated that it was apparently no less difficult for the Japanese. And yet it must have been a surprise to the whole civilised world to learn that this foul crime was the premeditated act of a Korean, and that the man had travelled all the way to Harbin with the deliberate intention of killing the great statesman in revenge for what the misguided creature conceived to be the wrongs his country had suffered at the veteran statesman's hands. Even in the East few people outside Korea can have had any notion that there was still prevailing in Korea such a fever of unrest as to breed men of this desperate type. A good deal was heard of an insurrectionary movement shortly after Japan undertook the task of reforming the administration of Korea, and it will be recalled that the American adviser to the Korean Government was assassinated at San Francisco by two Koreans because of his pro-Japanese views. But most people had formed from the absence of news to the contrary the impression that the insurrectionary movement in Korea had been suppressed by the iron hand of the Japanese Military. That statement has many times appeared in Japanese papers, and though

not strictly true, it does not appear that any central body is in existence organising resistance to Japanese rule, and the "insurgents" show themselves only in small bands. Not long before Prince Iro retired from the post of Resident-General, His Excellency travelled extensively about the country and no extraordinary precautions appeared to be taken to assure his safety from attack by malcontents. It was, however, very apparent from the speeches which the Prince delivered on the tour that a good deal of latent hostility to Japanese rule remained to be overcome in the country. Japanese brigades had for more than a year previously been sweeping the country, suppressing all active insurrectionary movements, killing or arresting the ringleaders and dispersing their following. We have seen no recent statistics of the results of these operations; the latest we have covers the period from July, 1907 (when the Protectorate agreement was concluded), to the end of August, 1908. During that period the number of insurgents killed had amounted to 12,016, while 5,982 had surrendered. The Japanese casualties comprised 169 killed, 254 wounded and 8,162 sick, including 796 succumbed. Unhappily the publication of these statistics more than a year ago did not mark the complete suppression of the insurgent bands and the restoration of peace and order. Great additions must have been made to these figures since. In one of the latest Seoul papers to hand, dated October 20th, we read: "It is reported that order is more and more being restored in various parts of the country. Especially is this the case in South Cholla-do, which was at one time the hot-bed of insurrection. The province has recently been swept over by the WATANABE Brigade, and many insurgents, who used to roam there at large, have either been killed, captured or have surrendered." We note also a report of the capture of two insurgent leaders, and our contemporary says that, on the whole, the situation is very satisfactory, and "it is hoped that the Empire will be in the enjoyment of peace and order before very long." Since that was written the tragedy at Harbin has happened. It is by no means improbable that we shall learn in due course that it has been followed by a recrudescence of the insurrectionary movement all over Korea, ending in large additions to the casualty lists and the postponement of the time when it can be reported that peace and order reign throughout the land. This fear is confirmed by the telegram which has reached us from our Tokyo correspondent since the foregoing remarks were written. He reports that insurgents have destroyed the station of the Seoul-Fusan railway, and that a general rising is threatened as a consequence of the announcement of the death of Prince Iro. Let us hope that wiser counsels will prevail to prevent the bloodshed which would be the inevitable result of a general rising. Evidently the insurgents in Korea are playing right into the hands of that section of the Japanese public who are demanding the annexation of Korea.

The Shanghai Autumn Race Meeting opens to-day.

The Portuguese gunboat *Rio Lima* is to be sold by public auction. Particulars will be found in our advertising columns.

Conditions regarding nomination of candidates for the Nobel Peace Prize, 1910, may be learned on application at the Colonial Secretary's Office.

The Dancing Season in Hongkong may be said to have been inaugurated on Saturday evening by the very successful dance given at Kingsdale.

Since the outbreak of cholera in Seoul this season, 1,148 cases have been reported from the capital and two neighbouring towns of Yong-san and Tukto, 931 of the cases proving fatal.

A typhoon warning was telegraphed from the Manila Observatory on Saturday to the American Consulate-General, Hongkong, reading "Cyclone or typhoon over South China Sea moving W."

His Excellency the Governor has, under Section 4 of the Liquors Ordinance, 1909, specified Tai O as a port or place into which or from which dutiable liquors and denatured spirits may be imported or exported.

Mr. Colbourne Little, Fellow of the Royal Institute of British Architects, who for the past five or six years has been an Assistant Engineer in the Public Works Department, has left the Government service, and announces that he has started in business on his own account as an Architect and Civil Engineer with offices in Bank Buildings.

His Excellency the Governor entertained Mr. and Mrs. Fairbanks at dinner on Friday at Government House, the guests including Mrs. Fuller and Mr. Stuart Fuller, General Broadwood, Captain Heathcote, the Earl and Countess of Maclefield, Mr. and Mrs. Hewitt, Captain von Skul, S.M.S. *Pathe*, Captain Hanna, S.M.S. *Kater*, Mr. and Mrs. Bolles, Mr. and Mrs. May, and Captain Nicholas, H.M.S. *Flores*.

All fears regarding the safety of the engineers of the stranded Norwegian steamer *Bagner* have now been dispelled. Mr. Elton, the Norwegian Consul having received word as to their safety. The message was received from the Pulau Canton Lighthouse, which is on an island to the south of Tourane.

Mr. James P. Lawler, chief of the Philippine Customs Secret Service, and Mr. J. J. Keith, assistant chief of the Customs Secret Service, have resigned. Mr. Lawler's resignation becomes effective on November 14, the date of his sailing on the transport for the United States, while Mr. Keith's separation from the service became effective the instant it was decided upon.

Mr. Craddock, general traffic agent of the C.P.R., informs us that on Saturday he received a message from Yokohama that the R. M. S. *Empress of Japan*, which steamer sailed from Hongkong on the 16th instant, reported "All well" 1,250 miles from Yokohama on Friday evening. The friends of passengers on board will doubtless be glad to receive this intelligence.

Six weeks' imprisonment and six hours in the stocks was the punishment meted out on Saturday by Mr. Wood to a compositor who stole a quantity of type from the office of the *Hongkong Daily Press*. The thief was exposed in Des Vaux Road near the *Daily Press* Office, and three other rogues were caught with him. One was found guilty of embezzlement and besides a term in the stocks was sentenced to six months' imprisonment. The second and third were sentenced to similar terms, one for returning from banishment, and the other for larceny from the person.

## A TRICK THAT FAILED

SMART DETECTIVE WORK

When Chan Sut, a foki from a shop at 19, Connaught Road West, presented himself at the Central Police Station on Friday night, he bore the appearance of having been through a desperate combat. He told the Inspector on duty that he had been sent by his master to various banks to cash a number of cheques. His last visit was to the Russo-Chinese Bank and after leaving this institution and emerging on to Chater Road, at about 4 p.m., he said he met a man whom he did not know and could not identify, although he proceeded to minutely describe him. This individual, the foki said, threw pepper in his eyes, while another person struck him on the chest with a knife, penetrating the skin, and as the foki raised his left arm to guard himself the knife again fell on his wrist and inflicted a severe wound. He was then overpowered and the thieves relieved him of \$5,730 in bank notes.

After relating this story of assault, and dwelling on his determined fight to retain his master's money, the foki was passed over to Detective-Sergeant Grant, who was told the story afresh. During the second recital the keen eyes of the detective kept the foki fixed, and the first peculiar point which attracted Sergeant Grant's attention was the remarkable clearness of the eyes which were supposed to have been blinded with pepper. When the detective's gaze rested upon the shopkeeper's assistant the latter contorted his face in a remarkable manner, and at the same time viciously rubbed his eyes as though he was suffering great pain. But when the foki thought he was unobserved his eyes would open wide and the spasms of pain would pass. Then the sergeant observed that the wounds appeared to be self-inflicted and his suspicions being thoroughly aroused, he searched the narrator and found the money alleged to have been stolen concealed in his socks.

When the foki was charged before Mr. J. R. Wood at the Magistracy on Saturday for embezzlement of the amount mentioned, he pleaded guilty, and was sentenced to six months' imprisonment with hard labour without the option of a fine.

## NEW ORDINANCES.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—

No. 31 of 1909.—An Ordinance to apply a sum not exceeding five million six hundred and twenty-five thousand six hundred and eighty-three dollars to the Public Service of the year 1910.

No. 32 of 1909.—An Ordinance to provide for the periodical inspection of Steam Boilers and Prime Movers.

No. 33 of 1909.—An Ordinance to amend the 'Widows' and Orphans' Pension Ordinance, 1908.

No. 34 of 1909.—An Ordinance to amend the Protection of Women and Girls Ordinance, 1897, as amended by the Protection of Women and Girls Amendment Ordinance, 1906.

No. 35 of 1909.—An Ordinance to provide for the Reservation of certain lands in Victoria in the Peak District, and in Kowloon as Recreation Grounds, and to provide for Regulations as to the use thereof.

No. 36 of 1909.—An Ordinance to amend the Public Places Regulation Ordinance, 1870.

No. 37 of 1909.—An Ordinance to amend the Chinese Extradition Ordinance, 1889.

## LATEST STEAMER MOVEMENTS

The L.G.M. str. *Prins Regent Luipold* left Shanghai on the 30th ultimo, at 3 p.m., and may be expected here to-day, at midnight.

The C. & M. str. *Zeiro* left Manila on the 30th ult., and is due here to-day at 4 p.m.

The C.P.R. str. *Empress of India* left Vancouver, B.C. for Hongkong via usual ports of call on the 28th ult., at p.m.

The L.G.M. str. *Prins Sigismund*, which left here on the 7th instant at midnight, arrived at Sydney on the 29th ultimo at 3 p.m.

## TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

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## LORD KITCHENER.

Tokyo, October 31st.  
Lord Kitchener arrives at Shimonoseki to-morrow morning, and will be received by General Fukushima.

## GENERAL RISING THREATENED IN KOREA.

A RAILWAY STATION DESTROYED.  
Tokyo, October 31st.  
Korean insurgents on Friday night attacked and destroyed the station of the Seoul-Fusan railway.  
A general rising is threatened as a result of the accomplishment of the death of Prince Ito.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

## THE NAVAL MUTINY IN GREECE.

LONDON, October 30th.  
Reuter's correspondent at Athens telegraphs that Naval Lieutenant Typaldos at the head of 300 men seized the arsenal at Salamis without meeting any resistance.  
The greatest excitement prevails in Athens, where the Ministry of Marine is guarded by troops.

LATER.  
The situation at Athens is due to the imperative demands of junior Naval officers for drastic reforms in the torpedo flotilla.  
Eight vessels have joined Lieutenant Typaldos, and it is feared that the rest of the fleet will join owing to its hostility to the military.

The troops in garrison have declared their willingness to obey their officers and to carry out orders.

The first shots of the revolution were fired this afternoon by the field batteries and the torpedo boats, and the battle lasted for twenty minutes, after which negotiations were resumed.

Typaldos demands his appointment as Minister of Marine within twenty-four hours in order to enable himself to control the reforms in the Navy, otherwise his torpedo-boats will attack the rest of the fleet.

It is believed that he is the mad tool of others.

LATER.  
The battleships also bombarded the torpedo boats, the "Spendone" being hit.

It is officially announced that the arsenal, which the revolutionaries had captured, is now again in the possession of the Government.

It is expected that the torpedo boats will surrender.

A rumour is current that the munitiers contemplate a raid on the Crete Chamber.

The Premier has announced that the Government is determined to crush the outbreak.

LONDON, October 31st.  
Reuter's correspondent at Athens telegraphs that the mutiny is practically quelled.

The munitiers lost four or five killed and several wounded. Two loyalists were killed and two wounded on the battleship "Hydra" by the fire of the destroyers.

Troops, mobilised in the provinces, are arriving in Athens.

The most conflicting rumours are current regarding the fate of Typaldos. He appears to have escaped in a small boat and landed at Eleusis, though some say he escaped with the ringleaders on the "Velos," which is the only destroyer unaccounted for.

## GERMANY AND MOROCCO.

LONDON, October 30th.  
Germany has demanded from Morocco the immediate payment of all German creditors.

## THE RAJAH OF SARAWAK.

LONDON, October 30th.  
Rajah Brooke of Sarawak has sailed on the P. and O. steamer "Marmora," on his return to Borneo.

## GALES AND FLOODS IN ENGLAND.

LONDON, October 30th.  
Prolonged gales and exceedingly heavy rains in Great Britain have done considerable damage, particularly in Kent and Sussex. The effects have been most severe at Maidstone, Folkestone and Herne Bay.  
Hundreds of homes have been ruined.

## COLLIERY EXPLOSION IN WALES.

LONDON, October 30th.  
An explosion has occurred in Darren Colliery, South Wales, resulting in the loss of twenty-nine lives.

## THE LIBERAL REFORM SCHEME.

STATEMENT BY THE CHANCELLOR OF THE EXCHEQUER.

LONDON, October 31st.  
Mr. Lloyd George, Chancellor of the Exchequer, in an article contributed to "The Nation," says the Budget is the beginning of a Liberal Reform Scheme. Surpluses will be earmarked from the outset for beneficial purposes, instead of being hoarded for the Tories to squander: hence the Protectionist outcry.

## DEATH OF A DIPLOMAT.

LONDON, October 31st.  
The death is announced of the Rt. Hon. Sir Edmund Monson, G.C.V.O., who from 1896 to 1904 was British Ambassador Extraordinary and Minister Plenipotentiary to the French Republic.

## APPOINTMENTS.

A list of appointments, permanent and otherwise, recently made, are published in the current *Gazette*.

His Excellency the Governor has been pleased, under instructions from the Secretary of State for the Colonies, to appoint Mr. J. H. Kemp to be Registrar of the Supreme Court, Registrar of Companies, Official Administrator and Official Trustee; Mr. E. D. C. Wolfe to be Head of the Sanitary Department; and Mr. R. O. Hutchinson to be First Assistant Registrar-General and Deputy Registrar of Marriages. Under the Medical Registration Ordinance of 1894, the Governor has appointed Mr. G. Balloch to be a member of the Medical Board during the absence on leave of Mr. H. A. W. Slade. Other appointments are Hon. Mr. W. Ross Davies, K.C., to act as Chief Justice; Mr. F. A. Hazeland to act as Attorney-General; Mr. E. B. Hallifax to act as First Police Magistrate; and Mr. E. S. Lindsey to be manager of the British section of the Kowloon-Canton Railway with effect from October 28th.

Mr. H. E. Y. Haggard has vacated his appointment as an assistant engineer in the Public Works Department.

## THE CHINA STATION.

Quite unnecessary surprises, says a London paper, has been expressed at the selection of the *Minotaur* to succeed the *King Alfred* at flagship on the China station. The obvious reason is, that the Germans have lately sent the *Scharnhorst*, one of their best and newest cruisers to relieve the *Furst Bismarck* out there, replacing her at home by the *Blucher*, which will shortly be in commission. The respective fighting power of the two returning flagships and their successors is as follows:—

	King Alfred	Furst Bismarck	Minotaur	Scharnhorst
Displacement	13,100 tons	10,700	13,500	11,600
Armament	2-9.2in. 4-9.4in. 16-6in.	4-9.4in. 6-9.2in. 10-7.5in.	8-8.2in. 10-7.5in. 6-6in.	8-8.2in. 10-7.5in. 6-6in.
Speed	24 knots	23 knots	23 knots	22 knots

The advantage held by the *Minotaur* over the *Scharnhorst* is very marked. That of the *King Alfred* over the *Furst Bismarck* was, in reality, little less so, for the German cruiser was a very unsatisfactory compromise between a battleship and a cruiser, her speed being poor and her armour belt very restricted in length and depth. The *Scharnhorst*, on the other hand, is a slightly better ship than the *King Alfred*; so that, for the sake of British prestige, the exchange is desirable.

## CORRESPONDENCE.

J. D. ROCKEFELLER'S PHILOSOPHY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I have read, with much pleasure, Mr. Rockefeller's little verse in your issue of the 30th inst. Will you permit me to improve on his version:

A wise old owl sat on an oak;  
The more he saw, the less he spoke;  
The less he spoke, the more he heard;  
Why can't you be like that wise old bird?  
But perhaps your printer's devil has been so bold as to mix up his philosophy with that of the great John D. F—I am, Sir, yours truly,  
C. G. G.

[The third line of Mr. Rockefeller's version ran: "The more he spoke, the less he heard." We prefer our correspondent's revised version.]

## FINANCIAL STATEMENT FOR AUGUST.

The Colony's financial statement for the month of August is published in the current *Gazette*. The balance of assets and liabilities on July 31st is given at \$600,172.48, and this with a revenue for the month of August of \$524,328.35, makes a total of \$1,124,500.83. Against this there is an expenditure for the same month of \$643,417.10, which leaves a credit balance of \$481,083.73.

The statement of assets and liabilities places the total assets at \$855,917.26 and the total liabilities at \$374,833.53, giving a credit balance as stated above. The reimbursement due by railway construction account on 31st December, 1908 is \$1,356,136.50, from which has to be deducted a credit balance on account of 1909 of \$648,833.92, leaving an amount of \$1,291,302.58. Adding to this amount the credit balance already mentioned of \$481,083.73, the balance of assets (General Account) stands at \$1,772,386.31.

## MINISTERING CHILDREN'S LEAGUE BAZAAR.

The bazaar and fancy fête held on Saturday afternoon at the Volunteer Parade Ground under the auspices of the Ministering Children's League proved a most interesting social event and at the same time a most profitable enterprise for the philanthropic objects in view. Stalls were ranged round the Parade Ground.

Needlework and fancy goods predominated. The beautiful specimens of work on exhibition were such as to delight the many lady visitors, and for that the young people who assisted in the undertaking are entitled to the greatest credit. The stallholders were as under:

Ten stall—Mrs. Lyon and Mrs. Gresson.  
Ice stall—Mrs. Seth.  
Packing stall—Mrs. Bell and Miss Penndooke.  
Work stall—Mrs. Peck and Miss Bryer.  
Work stall—Mrs. Tucker and Miss Glover.  
Toys and enamelled work—Miss M. Loureiro.  
Fancy Goods stall—Misses Reich.  
Work stall—Mrs. Eves and Mrs. Wait.  
Orange tree—Mrs. Lammer.  
Cherry tree—Mrs. Grimble.

The weather was ideal, visitors were numerous and the business of buying and selling was conducted under very agreeable conditions. The aggregate realised must have been better than on previous years, as some of the stalls reached a total of over \$200 in their drawings. Not the least interesting of the proceedings was the auction sale conducted by the Hon. Mr. May, who was called upon to help dispose of all the articles unsold, a work which he accomplished with satisfactory results.

At four o'clock a variety entertainment took place in the Drill Hall. The programme, which had been arranged by Miss Ellis Row, included the "Tin Tan Tales" by Misses Iris and Dione May, a minuet dance by Miss Stella Jupp and Miss Angel Ormiston, a solo, "Teddy Dear," by Miss Ella Rowe, a dance by Miss Vera David, and a humorous contribution from Mr. Worcester. The later entertainment, "A Pair of Lunatics," by Mrs. Worthington and Captain Baird, attracted a good attendance and proved very amusing.

The proceeds will be devoted to local charities and to the Hongkong act at the Ottershaw Home in Surrey founded by Lady Menth.

## THE MANILA OPIUM CASE.

Judge Lobinger, in giving judgment in the case of William Kennedy, a Chinese baker charged with being concerned with Louis T. Grant in smuggling into the Philippines opium and cocaine to the value of about P. 100,000 said:—

From the evidence produced in court we must therefore find:—

(1) That the two defendants knowingly conspired together to import or bring into the Philippine Islands a large quantity of opium and cocaine contrary to law;

(2) That, pursuant to such conspiracy, said opium and cocaine were imported and brought into the Philippine Islands in violation of law;

(3) That the defendant Kennedy knowingly assisted in importing and bringing, and facilitated the transportation of said opium and cocaine into the Philippine Islands.

The Prosecuting Attorney recommends a penalty of imprisonment for one year. Under all the circumstances we cannot say that this is excessive as to defendant Kennedy, nor that any lesser penalty would be adequate. The case is a particularly aggravated one and the plot, if successful, would have gone far to frustrate the law's beneficent purpose to eradicate the destructive and hideous opium habit. The crime was committed deliberately and with long and careful preparation. No merely nominal punishment would meet the case. The defendant Kennedy is therefore sentenced to imprisonment for one year, and to pay one-half of the costs of this prosecution.

Defendant Grant's physician reports to the court that said defendant is confined to his bed with sickness and is unable to appear. Since any further steps in his case (whatever disposition is made of his application) will require his presence in court, decision as to him will be reserved; a reasonable time pending his recovery.



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MAGNESIA

The Physician's Card for Gout, Rheumatic Gout, and Gravel.

Safest and most Effective Agent for Regular Use.

## NOTICES TO CONSIGNEES

S.S. "ARMAND BEHIC,"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Cordouan," and "Charente," from Harre ex s.s. "Charente," from Bordeaux ex s.s. "Ville de Dunkirk," in connection with above Steamer are hereby informed that their goods with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 1st Nov., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st Nov., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 1st Nov., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPORIN,  
Agent.

Hongkong, 25th October, 1909. [2]

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "FITZPATRICK."

FROM TACOMA, JAPAN AND SHANGHAI.

THE above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY the 30th Oct., 1909, at NOON, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 3rd November, will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on TUESDAY, the 2nd November.

No Fire Insurance whatever will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 28th October, 1909. [1355]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"BINGO MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, To-day.

Goods not cleared by the 3rd Nov. will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 27th October, 1909. [1356]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 28th October, 1909. [1354]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC."

FROM TACOMA, SEATTLE, VAN COUVER, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.

Hongkong, 25th October, 1909. [8]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC."

FROM TACOMA, SEATTLE, VAN COUVER, YOKOHAMA, KOBE AND MOJI.

## NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"SILVIA."

Captain Porzilius, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd November will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 1st November, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 28th October, 1909. [1351]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"DEVANHA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, ex s.s. "Moldavia."  
From Australia, ex s.s. "Mooltan."  
From Persian Gulf, ex B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 3rd Nov., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 28th October, 1909. [1]

E. A. HEWETT, Superintendent.

HONGKONG, 28th October, 1909.

As SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S

OLD VAT

PER CASE \$15



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF BRENCHLEY AND HAS BEEN SOLD AS HIS SINCE 1880

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## SCIENTIFIC MISCELLANY.

A LOCOMOTIVE'S HEAT—RAT ELECTROCUTION—THE SMALLEST VISIBLE MOTION—HUNGER AND CHARACTER—STRONG GLASS—MAKING FISHING NETS INVISIBLE—A PEAT POWER PLANT—SALINGERING EXPOSED BY ELECTRICITY—CUTTING OUT OLD AGE.

The temperature of the fire of a moving locomotive has been at last determined to be 13,350 degrees F. at a speed of 31 miles an hour, and 12,800 degrees F. at 19 miles. The draft and the temperature are greater than when the engine is at rest, but it was found that the measurements—which were made in Germany—could be effected while running by using a Le Chatelier pyrometer, with a special galvanometer, having a compensator and made to retain sensitiveness and accuracy in severe jolting. The chief difficulty was to expose the pyrometer to the greatest heat and yet shield it from the direct flame. There was risk of fusing the platinum-iridium wires, and this was only avoided by placing the pyrometer high in the fire-box, enclosed in a tube of chrome steel encased in a protective coating of fire clay.

The electric rat trap at the municipal station of Charlottenburg, Germany, is the invention of Herr Von Biederstein, and consists of a set of wires so placed in the three-phase 120-volt circuit that the rats must come in contact with them. Death results instantly, with practically no combustion of the bodies. Any desired number of these destroyers can be mounted together in a large box, and it is recommended that an electric bell or lamp be arranged to signal an electrocution, so that the trap may be promptly reset. A direct current of 220 volts can be used.

The curious instrument of Dr. A. Basler consists of a lever with a bit of paper at the short arm and a fine measuring scale at the end of the long arm. Looked at from a distance of a foot, persons with normal vision detect a movement of the paper as small as 1/800 of an inch, and some could see a displacement of 1/1200 of an inch. Objects of these dimensions are much too small for the naked eye. An illuminated slit was shown in the dark, and the smallest movement perceptible was four times as great as that of the paper.

Only the well-fed man is normal, and a new French work by M. Laignard shows the extraordinary influence of deficient nourishment upon the mind, character and general behaviour. Starvation may result in various ways. It may be voluntary, as in the prolonged endurance tests of Suici and others, in attempts to commit suicide, and in religious fasts; or involuntary, as in fevers and other diseases, as a result of poverty, or as a consequence of shipwreck or imprisonment by accident in mines or wrecked buildings. Voluntary and habitual fasting for a moderate period has an extraordinary effect in stimulating mental activity, especially arousing the imagination. Prolonged deprivation brings a remarkable change in the character of the individual, as shown by a peculiar excitability, great selfishness and even cruelty, together with signs of mental derangement, such as partial loss of memory and self-control, and an inclination to irresistible impulses. Extreme cases develop acute mental derangement, with sleeplessness, nightmare and macinal visions at night, and hallucinations and dangerous impulses by day. Similar effects are seen in drunkenness and certain diseases, and seem to be associated with a similar imperfect nourishment.

Drawn glass an inch and a third in thickness has been found to support 30,000 pounds per square inch when in sheets measuring 9 by 10 inches, and 25,000 pounds in sheets of 15 by 14 inches. Its great strength, with its resistance to temperature changes, has been bringing it into favour in the construction of machinery. In official tests at Breslau the glass is heated 87 minutes, then sprinkled one minute, and finally deluged with a strong jet of water for two minutes, and is expected to endure this severe treatment without cracking. The glass passes much light and is readily cleaned.

The nets of Scottish fishermen are now being dyed blue with sulphate of copper, as a result of the recent discovery that sea-coloured nets catch more fish than the brown nets so long used. A test of the value of this new departure was made not long ago by a fleet of 65 fishing-boats, of which one carried nets dyed blue, and the catch by this boat was so much larger than that by any other that the influence of colour was decided to be real.

The peat electric station at Skaraborg, Sweden, which has been quietly worked more than five years, is supplied by a small bog of 37 acres, with peat averaging five feet in depth, and in this source is estimated to have fuel for about 30 years. The electric current is yielded by two generators of 150 horse-power each, which are coupled direct to two gas engines, receiving the peat gas from two Korting suction-gas producers. The current is conducted two or three miles to Svedala, and is there used for lighting the streets, and for power for several small industries. The price to consumers is only about one-half cent per horse-power hour. Tar is the only by-product saved, but the experiments now in progress at different places indicate that the sulphate of ammonia and other by-products recovered in a somewhat larger station—one of a few thousand-horse-power—will be so profitable that they will pay all expenses, leaving the entire power-production as clear gain, or a product costing nothing.

Victims of accident sometimes feign local paralysis long after recovery—as in a broken limb that has healed—and an electrical means of detecting the fraud has been devised. The test

is based on the fact that a faradic current causes a muscle to contract when applied to the proper nerve. An apparatus of Dr. Liardet is designed to give a graphic record of the degree of contraction, and comparison of the records for corresponding muscles on both sides of the body is expected to prove convincing court evidence in damage suits. The variations have a simple interpretation. If the injured muscle and its opposite contract alike, there is no paralysis; if the injured muscle shows a weaker reaction, the pretended nerve-disease is real; but if the reaction is stronger than on the other side, the paralysis has its seat in the brain or spinal cord.

Now the surgeon proposes to use the knife to remove the cause of old age! Metchnikoff long ago advanced the theory that the lower intestine, serving as a breeding place for harmful germs, is responsible for most diseases and early death, and, agreeing with him, Dr. Distase of Paris proposes to remove the large intestine completely in childhood.

## A NEW ROAD TO THE EAST.

Mr. P. A. Mackenzie, in an article published in the *Daily Mail* says:—  
When the innocent visitor suggests to a Prince Rupert resident that his city will in course of time become a second Vancouver, the resident is indignant that the expectation does not go higher. The new terminal railway will open up a fresh avenue to the Far East, saving 433 knots in the sea trip to Yokohama as against the more southern port. This must draw a large part of the Pacific passenger traffic to the Far East. Another great advantage possessed by this route will be the very low gradient of the Grand Trunk Pacific across the Rockies. The highest ascent made by the railway when crossing the mountains is under seven thousand feet, and the maximum gradient is twenty-one feet a mile. Further south the lines have a maximum gradient several times as great. Low gradients mean the possibility of fast running, and it is hoped to do the journey from the coast to Prince Rupert in one hundred hours.

Every city has its drawback, and the drawback of Prince Rupert is so greatly in evidence that even the chance visitor is sure soon to discover it. Here it rains with a steadiness, a constancy, and a lack of variety that might weary even an experienced man from Glasgow. In the unsympathetic language of the clerk of the weather, the annual rainfall is 130 inches. Vancouver is supposed by those who know it to be the wettest corner in the world, but Vancouver has here to admit its defeat. Twice as much rain falls in the northern city, with an inches to spare. Experts claim that when the trees are cut down this amazing rainfall will greatly decrease, as happened at Vancouver. May their forecast prove true. At present, however, the best advice that can be given to any man thinking of going to Prince Rupert is to take with him an abundant supply of rubber boots, waterproofs, and umbrellas. He may be assured that he will need them.

The full inheritance of this new city will not be realized until the Panama Canal is finished. Then Prince Rupert, Vancouver, and all the ports of the West will enter on a new era. The great crops of the New North-West will more and more be taken through them to the world markets, to save the long land haul to the Atlantic. Prince Rupert to-morrow will be the main station of the great high road to Asia and one of the world's great travel posts.

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**BENGER'S**  
A Food of great nutritive value which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation.  
When strength is returning after illness, a carefully regulated and increasing amount of exercise for the digestive functions is beneficial. Benger's Food is the only food which can be prepared so as to give the stomach this regulated amount of work.  
Benger's Food is sold in Tins by Chemists, &c., everywhere.

BY APPOINTMENT TO HIS MAJESTY THE KING.  
**BOVRIL**  
Tempt you to Eat and Feeds you.  
Whether at home, at the office, in the restaurant, or in the theatre, a cup of Bovril is easily and quickly procured.  
ALWAYS INSIST UPON BOVRIL, AND SEE THAT YOU GET IT.

**SOUTH MANCHURIA RAILWAY CO.**  
SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.  
SUMMER SCHEDULE.  
THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KOSA MARU" and "SAIKO MARU" (2,877 tons each) as follows:—  
NORTH-BOUND.  
Leave—Shanghai (Steamer) ... 11 a.m.  
Arrive—Dairen ... 8.50 p.m.  
Lv. — Mukden ... 9.15 p.m.  
Lv. — Changchun ... 5 a.m.  
Lv. — (Russian Train)\* 6.55 a.m.  
Ar. — Harbin ... 3 p.m.  
Connecting at Harbin with { State Express for Moscow, Wagon-Lits for Moscow, State Express for St. Pet'g.  
SOUTH-BOUND.  
Connecting at Harbin with { State Express from St. Pet'g., State Express from Moscow, Wagon-Lits from Moscow.  
Leave—Harbin (Russian Train)\* 9 a.m.  
Arrive—Changchun ... 6 p.m.  
Lv. — Mukden ... 7 p.m.  
Ar. — Dairen ... 2.10 a.m.  
Lv. — Shanghai (Steamer) ... 2.30 a.m.  
Ar. — Shanghai ... 12.30 p.m.  
\*Russian Train time is 23 minutes earlier than S. M. R. time.  
TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.  
RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "YAMATO") At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.  
FUSHUN COAL.  
FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.  
SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add.: "MANCHURIA" Codes: A.B.C., 5th Ed., AI, and Lieber's. [137-722]

## A GOOD START IN LIFE.

Mothers should early realize how essential good health is for the success of their child in after life. A badly nourished baby generally means an undersized child, wanting in stamina and vigour. If unable to nurse your baby, you must give the substitute that most closely resembles human milk. No farinaceous or starchy food or unmodified cow's milk is permissible to a child under 6 or 7 months of age. The "Allenburys' Milk Foods are so prepared as to remove the difference between cow's milk and human milk, and they are as easy of digestion as the natural food of the child.

The "Allenburys' Foods are alike suitable for the delicate and robust, and, when used as directed, form the best means of rearing a child by hand. The No. 1 Milk Food may be given alternately with the mother's milk without fear of upsetting the child or causing digestive disturbance. The dreaded process of weaning is thus made easy and comfortable both to the mother and child.

**The Allenburys' Foods.**

MILK FOOD No. 1. From birth to 3 months. MILK FOOD No. 2. From 3 to 6 months. MALTED FOOD No. 3. From 6 months and upwards. PAMPHLET ON INFANT FEEDING SENT FREE.  
**ALLEN & HANBURY'S Ltd., 37, LOMBARD STREET, LONDON, E.C.**



## SHIPPING.

ARRIVALS.	
ANJUN, British str., 1,322, J. B. Harris, 31st Oct.—Shanghai 28th October, General—Butterfield & Swire.	
ANTENOR, British str., 3,638, Hazeland, 30th October—Shanghai 27th October, General—Butterfield & Swire.	
AMAKI MARU, Japanese str., 2,183, K. Sugi, 30th October—Mojji 23rd October, Coal—Mitsui Bussan Kaisha.	
CVICLOS, British str., 5,747, H. C. Harris, 31st Oct.—Pugot Sound Ports 6th October, General—Order.	
FUKURA MARU, Japanese str., 2,174, Rumawa-chi, 31st Oct.—Mojji 26th October, Coal—Mitsui Bussan Kaisha.	
HAIYANO, British str., 1,362, Hodgins, 31st October—Swatow 30th October, General—Douglas, Lapraik & Co.	
HAIYONG, Dutch str., 2,047, W. van Oppen, 29th Oct.—Haiphong 26th Oct., Kerosene—Asiatic Petroleum & Co.	
HINAKO, British str., 1,762, Picknell, 30th Oct.—Proboling, 21st October, Sugar—Jardine, Matheson & Co.	
KAGA MARU, Japanese str., 6,301, M. Hagino, 31st Oct.—Seattle 28th Sept. and Shanghai 28th October, Flour, Coal M'dise—Nippon Yusen Kaisha.	
KALGAN, British str., 30th October—Canton.	
KWANGLOO, Chinese str., 1,368, Froberg, 30th October—Shanghai 26th October, General—C. M. S. N. Co.	
NINGPO, British str., 1,228, E. Richards, 31st Oct.—Kobe 28th Oct., Coal—Butterfield & Swire.	
SAMERS, German str., 999, R. Petersen, 31st October—Bangkok 20th and Hoihow 29th Oct., Rice and Wood—Butterfield & Swire.	
SEKTA, German str., 992, N. Jensen, 30th Oct.—Macassar 20th Oct., Sugar and Rattan—Java-China-Japan Line.	
SHANSHI, British str., 1,222, G. W. Eddy, 30th October—Wuhu 24th Oct., General—Butterfield & Swire.	
THESEUS, British str., 4,296, J. Barwise, 31st October—Yokohama, Shanghai and Amoy 30th Oct., General—Butterfield & Swire.	
TRENTIN, British str., 1,227, F. Boyd, 31st Oct.—Newchwang 23rd October, Beans—Butterfield & Swire.	
TUILLWONG, Dutch str., 6,000, A. Pander, 29th October—Tanjung Pandan 21st October, General—Java-China-Japan Line.	
TRIGONIA, Dutch str., 1,070, Hulsches, 30th October—Peechow 28th October, Kerosene—Asiatic Petroleum & Co.	
VICTORIA, Swedish str., 989, Thar Ecker, 31st Oct.—Haiphong 26th and Hoihow 29th Oct., Rice and General—Vallem & Co.	

## DEPARTURES.

30th October.	
ASIA, American str., for San Francisco.	
BENARY, British str., for Nagasaki.	
BINGO MARU, Jap. str., for Kobe.	
DELHI, British str., for Europe, &c.	
ERKADLE, British str., for Surabaya.	
HELENE, German str., for Swatow.	
J. DREIBACH, German str., for Hoihow.	
KUMERO, British str., for Kobe.	
KWEIYAN, British str., for Tientsin.	
MERFEO, Chinese str., for Shanghai.	
RUBI, British str., for Manila.	
WAKAMATSU MARU, Jap. str., for Wakamatsu.	
31st October.	
ARIAKE MARU, Japanese str., for Kobe.	
BENALDER, British str., for Saigon.	
CHENAN, British str., for Shanghai.	
CLARA JENSEN, German str., for Swatow.	
DAIEN MARU, Japanese str., for Swatow.	
HAUKU, British str., for Swatow.	
HALIOTS, Dutch str., for Tarakan.	
MATHILDE, German str., for Swatow.	
MOTORI MARU, Japanese str., for Shanghai.	
SIGNAL, German str., for Canton.	

## SHIPPING REPORTS.

The British str. Haiyang reports: Strong N.E. breeze and sea, fine and clear.

The Chinese str. Kwanglo reports: Strong N.E. gale with high sea and rainy weather on the way.

The Dutch str. Tuillwong reports: Strong N.E. Easterly monsoon, high E.N.E. swell and sea, squally weather.

The British str. Antenor reports: Moderate N.E. winds overcast and rain to Tung Yung, moderate N.E. overcast and clear weather to Hongkong.

## VESSELS IN DOCK.

October 30th.	
ABERDEEN DOCK.—	
Kowloon Dock.—On Lev. Lyndhurst, Ben Thy, Sooka Maru, Patria, Frispatrich.	
COSMOPOLITAN DOCK.—	
Tai Kok Dock.—St. Enoch, Hupeli, Changhai, Hoihow.	

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Bolton, will be despatched for the above Ports TO-MORROW, the 2nd Nov., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 29th October, 1909. [1354]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"

Captain G. F. Hudson, will be despatched for the above Ports on THURSDAY, the 4th Nov., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 30th October, 1909. [1355]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

THE Steamship

"COULSDON,"

Capt. Turnbull, will be despatched for the above Port on THURSDAY, the 4th Nov., 1909.

For Freight apply to

ARNHOLD, KARBBERG & Co., Agents.

Hongkong, 1st November, 1909. [1363]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	—	A. G. Chabitt, R.N.R.	P. & O. S. N. Co.	About 3rd inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	DEVAN	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 13th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	k. w.	Knaiss	HAMBURG-AMERICA LINE	To-morrow.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BEIGASVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 20th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SILVIA	Ger. str.	k. w.	Poradins	HAMBURG-AMERICA LINE	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRISGAVIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERICA LINE	On 30th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SILESA	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERICA LINE	On 2nd Dec.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SENZAMBIA	Ger. str.	k. w.	Bohnen	HAMBURG-AMERICA LINE	On 29th Dec.
ROTTERDAM, HAMBURG & ANTWERP, &c.	TOURANE	Ger. str.	k. w.	Bourge	MESSAGERIES MARITIMES	On 9th inst., at 1 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	PEKING	Dan. str.	—	T. Hansen	MELCHERS & Co.	Middle of Nov.
MARSEILLES, HAVRE, COPENHAGEN, &c.	ITO MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 10th inst., at D'light
MARSEILLES, HAVRE, COPENHAGEN, &c.	WAKASA MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 24th inst., at D'light
MARSEILLES, HAVRE, COPENHAGEN, &c.	KYAKO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	About 17th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	P. R. LUTFOLD	Brit. str.	—	T. Hansen	MELCHERS & Co.	On 3rd inst., at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	COULSDON	Brit. str.	—	T. Hansen	MELCHERS & Co.	On 4th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	GHAEZ	Brit. str.	—	T. Hansen	MELCHERS & Co.	About 13th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	WYNERIC	Brit. str.	—	T. Hansen	MELCHERS & Co.	On 20th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	T. Hansen	MELCHERS & Co.	On 6th inst., at 6 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	MONTEAGLE	Brit. str.	1 m.	T. Hansen	MELCHERS & Co.	On 18th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	SHINANO MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 9th inst., at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	YUZUBIKI	Jap. str.	—	E. R. Hutchinson	OSAKA SHOSHEN KAISHA	On 7th Dec., at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	MANSHU MARU	Jap. str.	—	E. R. Hutchinson	OSAKA SHOSHEN KAISHA	On 6th inst., at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	COBLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 10th Dec., at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 5th inst., at D'light
MARSEILLES, HAVRE, COPENHAGEN, &c.	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 5th inst., at 4 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 24th Dec., at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 15th inst., at D'light
MARSEILLES, HAVRE, COPENHAGEN, &c.	KUMANO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	TUILLWONG	Dut. str.	—	G. Hooker	JAVA-CHINA-JAPAN LINE	On 24th inst., at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	WINGANG	Brit. str.	1 m.	H. G. Walker	BUTTERFIELD & SWIRE	On 6th inst., at 4 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	SILVIA	Ger. str.	k. w.	Poradins	HAMBURG-AMERICA LINE	To-morrow, at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	KLEIST	Ger. str.	1 m.	O. Pahnke	MELCHERS & Co.	About 3rd inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	YAKSHING	Brit. str.	—	Sandback	MELCHERS & Co.	On 4th inst., at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	ANHU	Brit. str.	1 m.	Sandback	MELCHERS & Co.	On 4th inst., at 4 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	NORR	Brit. str.	—	Sandback	MELCHERS & Co.	About 4th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	LINAN	Brit. str.	—	Sandback	MELCHERS & Co.	On 7th inst., at D'light
MARSEILLES, HAVRE, COPENHAGEN, &c.	ERNEST SIMONS	Brit. str.	—	Sandback	MELCHERS & Co.	Quick despatch
MARSEILLES, HAVRE, COPENHAGEN, &c.	POOKSANG	Brit. str.	—	Sandback	MELCHERS & Co.	On 5th inst., at 3 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	CANTON	Dut. str.	—	Sandback	MELCHERS & Co.	On 10th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	YOSHIDA	Brit. str.	1 m.	Sandback	MELCHERS & Co.	On 11th inst., at 4 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	YOSHIDA MARU	Brit. str.	—	Sandback	MELCHERS & Co.	On 12th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	ASSATE	Brit. str.	—	Sandback	MELCHERS & Co.	About 12th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	SUEVIA	Ger. str.	k. w.	Sandback	MELCHERS & Co.	On 17th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	TUJIANAP	Dut. str.	—	Sandback	MELCHERS & Co.	Quick despatch.
MARSEILLES, HAVRE, COPENHAGEN, &c.	SOHU MARU	Jap. str.	—	Sandback	MELCHERS & Co.	To-morrow, at 9 A.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	HAICHING	Brit. str.	2 h.	Sandback	MELCHERS & Co.	On 5th inst., at 10 A.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	HAICHING	Brit. str.	2 h.	Sandback	MELCHERS & Co.	To-morrow, at 10 A.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	LOONGSANG	Brit. str.	—	Sandback	MELCHERS & Co.	To-day, at 3 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	TAMING	Brit. str.	1 m.	Sandback	MELCHERS & Co.	To-morrow, at 3 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	YUNGSANG	Brit. str.	—	Sandback	MELCHERS & Co.	On 5th inst., at 4 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	ZABIRO	Brit. str.	—	Sandback	MELCHERS & Co.	On 6th inst., at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	TEAN	Brit. str.	—	Sandback	MELCHERS & Co.	On 9th inst., at 3 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	RUAN	Brit. str.	—	Sandback	MELCHERS & Co.	On 13th inst., at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	SUNGKIAN	Brit. str.	1 m.	Sandback	MELCHERS & Co.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	BORNEO	Ger. str.	—	Sandback	MELCHERS & Co.	Middle of Nov.
MARSEILLES, HAVRE, COPENHAGEN, &c.	TOKOJI MARU	Jap. str.	—	Sandback	MELCHERS & Co.	On 8th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	ONGANG	Brit. str.	—	Sandback	MELCHERS & Co.	To-day, at 4 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	GREGORY APCAR	Brit. str.	—	Sandback	MELCHERS & Co.	To-morrow, at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	CATHERINE APCAR	Brit. str.	—	Sandback	MELCHERS & Co.	On 4th inst., at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	KUTSANG	Brit. str.	—	Sandback	MELCHERS & Co.	On 12th inst., at 2 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	TIPANAS	Dut. str.	—	Sandback	MELCHERS & Co.	Quick despatch.

## NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR.	STEAMERS.	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ REG. LUTFOLD"	Wedday, 3rd Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"KLEIST"	About Wed'day, 3rd Nov., at Noon.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	Friday, 5th Nov., at D'light
KUDAT & SANDAKAN	"BORNEO"	Middle of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOHRS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 22nd October, 1909. [135]

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA &amp; SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
KUMERO	6,232	J. Mathie	On 18th November.
AMERIC	4,363	J. Boyd	On 15th December.
SUVERIC	6,232	S. Shotton	On 13th January.
OCEANO	5,667	F. W. Davies	On 10th February.

These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 16th October, 1909. [136]

## MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR.	STEAMERS.	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On — Nov., P.M.
MARSEILLES VIA PORTS	"TOURANE"	On 9th Nov., 1 P.M.
MARSEILLES VIA PORTS	"ARMAND BEHIC"	On 23rd Nov., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours' Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to

P. DE CHAMPMORIN, AGENT, Queen's Building.

Hongkong, 27th October, 1909. [136]

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF CHINA" SAT., 6th Nov.	"EMPERESS OF BRITAIN" FRI., 3rd Dec.
"MONTEAGLE" SUNDAY, 21st Nov.	"EMPERESS OF BRITAIN" FRI., 31st Dec.
"EMPERESS OF INDIA" SAT., 4th Dec.	"ALLAN LINE" FRIDAY, 28th Jan.
"EMPERESS OF JAPAN" SAT., 1st Jan.	

"Emperess" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

"EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamers ..... £45

1st Class Railway ..... £45

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD, SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedlar Street and Praya, opposite Blake Pier.

## VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. "GHAZEE" ... About 13th Nov. For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 22nd October, 1909. [1129-1253]

## THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast).

THE Steamship

"WYNERIC,"

will be despatched for the above Ports on SATURDAY, the 20th November, 1909.

For Freight, apply to

ARNHOLD, KARBBERG & Co., Agents.

Hongkong, 25th October, 1909. [1345]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.



## RANDOM REFLECTIONS.

When is a Protestant cemetery not a Protestant cemetery? When it is in Hongkong. That is a grave joke.

The Hon. Mr. F. H. May acted as auctioneer on Saturday at the fancy sale on the Volunteer Parade Ground. I wonder if he had a license?

Chinese in Hongkong are very keen litigants. One man here was so anxious to secure a good defence that he engaged two solicitors to protect his interest. How the experiment will work is yet to be proved.

What marvellous escapes some of our houses have had. I am not thinking of the typhoon but of certain Sanitary Board bye-laws which gave the department power to insist on a house being pulled down in order to dig out the mosquito larvae which might be suspected to be lurking around the foundations. Fortunately these wide powers have been curtailed.

Scottish hearts should be gladdened soon by the sight of the tartan and the kilt. The Cameron Highlanders will spend a day or two here on their way from Duntreath, and there should be gay times down the Happy Valley. The local football association have given the teams here permission to play the Camerons, and the Buffs will have to be at tip-top form to maintain their unbeaten record against the sturdy players from the kilted regiment.

Many are the tales told in Hongkong of the experiences of newly-married couples when they set up housekeeping, and a good one has just come my way. The cook demanded her last one day and when the inexperienced mistress asked what had been done with the lot purchased the previous day she was gravely informed that it had been used for soup! This was too much even for the inexperienced housekeeper and she promptly ordered another cook.

Last week I suggested there was something wrong with my head because of my failure to appreciate the logic of the argument advanced by the Hon. Mr. Murray Stewart in contending for the return of the duty paid by the Garrison on liquor. His theory that it would be conducive to thrift reminded me of the old woman who having joined a co-operative society became obsessed with the dividend idea and at breakfast addressed her family: "Eat, ye beggars, eat. The more you eat the bigger the dividend." Mr. Stewart has seen fit to point out what he airily calls my "erroneous notion" by explaining that the amount each man will get depends upon his rating and not upon the quantity of the liquor he consumes. He adds, "The total abstainer will share equally with others. There is thus no motive for drinking, and the story of the co-operative society, to be by your correspondent, is seen to have no application."

It would be audacious to suggest that the logic of the chosen of the Justices of the Peace is at fault. I have not the temerity of the Colonial Secretary—but it is either a failure to grasp the point on his part or a defect in my thinking apparatus, because it seemed to me that it would be apparent to the simplest intelligence that it was decidedly unfair that the testator, in addition to profiting by his abstinence, should participate in the profits of other men's purchases. Doesn't the co-operative society still apply? Won't the testator feel inclined to say "Drink, ye beggars, drink. The more you drink the bigger the dividend" (for me).

The fate of a man who dared be within the City Hall without a ticket on an occasion when admittance was by production of a little piece of card was seriously discussed at the Legislative Council on Thursday, and it was decided that as a trespasser he was liable to be "chucked out." I suppose the same experience would befall anyone who tried to enter the Cricket Ground on occasions when entertainments are held to which admittance is by ticket. It recalls the iconoclast who rode across the Cricket Ground on horseback during the progress of a game several years ago in order to demonstrate the right of way which exists there. The Bill now before the Council gives the Governor-in-Council power to deprive the public of that right.

That is a nice little dispute that is going on between Mr. Ure, K. C., Solicitor General for Scotland, and Mr. Balfour. The latter declared that Mr. Ure had made scandalous statements and that he had dishonoured his profession and his office, while Mr. Ure replied that Mr. Balfour had dishonoured his high position by stooping to the meanest calumny in order to escape a political embarrassment of his own creation. Suggests upic acid (with capital U), doesn't it?

This week I have been glancing through a book published in America bearing the title of "The Chinese," written by a Mr. J. S. Thompson, who incidentally mentions that he had the pleasure of staying a year and a half at the luxurious and hospitable Hongkong Club. Consequently Mr. Thompson will probably be known to many Hongkong residents. He has given to the world his recollections of Hongkong. Much has been said about the Colony that is nice, and a good deal that is quite the reverse. It is interesting, perhaps, to know that Hongkong is "a dozen higher and grander" than the Chinese district, and the architecture of the Colony is "the grandest in the Far East." His description of social life in the Colony includes references to the "Pompeian" luxuries of bathing in Junk Bay, and a three page account of a St. Andrew's Ball. He says it is worth leaving Saigon with its transplanted opium to attend this great ball, but I think local boozers, when they read the description, would prefer that men of Mr. Thompson's type would remain away. It may be that he was striving to be humorous, but in places he becomes distinctly libellous.

ROBERT RANDOM.

COMPANY MEETING.  
THE STEAM LAUNDRY COMPANY, LIMITED.

A General Meeting of Shareholders of the Company was held at the Hongkong Hotel on Saturday, the 30th October, 1909, at 12.30 p.m. There were present:—Mr. W. Hutton Potts (Chairman), Honourable Mr. E. Osborne (Director), and Messrs. G. J. B. Sayer, Wong Kamfuk, A. Silva and Makfal.

The CHAIRMAN said:—The report and accounts having been in your hands for some time we will, with your permission, take them as read. We regret that the profit for the year is less than the two preceding years, in a great measure due to the loss of \$2,752 through our late Shroff, who after being with the Company since the start turned out a thief. But for this loss the result, considering the depression the Colony has been passing through, would not have been so unsatisfactory, though one would hardly think that had times would cause a falling off in washing. The fact is that, people do not realise the importance of having their washing done under European supervision and in the best sanitary manner, otherwise I feel sure our Company would command more general support than it does at present. We can, however, congratulate ourselves that ours is the only Steam Laundry in the East which has survived the opposition of the native dhoty, supported as he is by the trusted "house-boy, who never fails to point out any damage, saying, "See what that Steam Laundry have done to my friend An Sin, a good many pieces are charged for which never go to the wash. And the fact that we are still in existence shows that at least some of the residents realise what they had to put up with before our Laundry started. If owners only saw the places occupied by native washermen and the water used by them, they would, I think, feel uncomfortable at the mere thought of receiving their clothing back into the house, let alone wearing it. Since our last meeting we have installed a dry cleaning plant and we hope and expect that this will help our profits in the future.

Before moving the adoption of the report and accounts, I should be glad to answer any questions.

Mr. SAYER asked how it was the Shroff could embezzle so large a sum as \$2,752.

The CHAIRMAN replied that the amount was comprised principally in ships' large bills, which at times are unpaid for several months, and that the Shroff, by substituting one payment for another, made it difficult for the fraud to be detected.

Mr. SAYER thought that if the Manager had paid proper attention to the matter this loss might have been avoided.

Mr. SAYER further asked for information as to the agreement under the heading Accounts Receivable.

The CHAIRMAN replied that this represents roughly a month's outstanding bills.

There being no further questions, the CHAIRMAN then proposed the adoption of the Report and Accounts.

Mr. SAYER seconded, and the motion was carried. Mr. SAYER proposed the re-election of the Hon. Mr. E. Osborne as director.

Mr. WONG KAMFUK seconded, and the motion was carried.

Mr. WONG KAMFUK proposed and Mr. MAKFAK seconded the re-election of Mr. A. O. D. Gourdin as auditor.

The CHAIRMAN thanked the shareholders for their attendance, and stated that dividend warrants could be had on application on Monday, November 1st.

The report and statement of accounts for the year ended 31st May, 1909, reads:—  
The profit on working account after deduction of \$2,752.19, Shroff's defalcation, amounted to \$12,893.00, and the balance at credit of profit and loss account to \$9,973.52, which the directors recommended should be apportioned as follows:—  
Dividend, @ 8 per cent. on \$100,000... \$8,000.00  
Write off machinery and plant... 1,910.58  
Carry forward to new account... 62.94  
\$9,973.52

Directors.—The Hon. Mr. E. Osborne retires by rotation, and being eligible offers himself for re-election. The Accounts have been audited by Mr. A. O. D. Gourdin, who offers himself for re-election.

W. HUTTON POTTS, Chairman.

Hongkong, 20th October 1909.

The balance sheet on 31st May, 1909:—

LIABILITIES.  
Capital:—20,000 shares at \$5.00 \$100,000.00  
Sundry creditors... 9,029.95  
Accounts payable... 1,868.07  
Profit and loss... 9,973.52

ASSETS.  
Land, Kowloon Inland Lot No. 1157 \$27,200.50  
Buildings on Kowloon Inland Lot No. 1157... 39,000.00  
Machinery, furniture and fixtures... 31,910.58  
Dry cleaning installation... 4,333.19  
Stock of coal and stores on hand... 3,485.44  
Unexpired fire insurance... 300.25  
Sundry debtors... 2,455.03  
Accounts receivable... 8,002.88  
Hongkong and Shanghai Bank balance... 4,163.67  
\$120,871.54

PROFIT AND LOSS ACCOUNT.  
(For the year ended 31st May, 1909.)  
To bad debts written off... \$365.51  
Repairs and renewals... 1,083.16  
Insurance... 750.50  
Directors' and auditor's fees... 1,050.00  
Profit... 9,973.52  
\$13,222.79

By balance from last year... 236.46  
By scrip fees and interest... 43.33  
By balance of working... 12,943.00  
\$13,222.79

## LOCAL SPORT.

## RESULTS AT A GLANCE.

LEAGUE FOOTBALL.	
Buffs, 2.	Kowloon, 0.
Backer (1), Brewster (1).	
H.K.F.C., 3.	Naval Yard, 0.
Weston (1), Manning (1), Whitmarsh (1).	
R.G.A., 6.	R.E., 2.
Watts (4) Nash (1) Ballis (1), Morris (1), Meaney (1).	
83 Coy. R.G.A., 1.	83 Coy. R.G.A., 0.
A Coy. Buffs, 2.	87 Coy. R.G.A., 0.
Lusitano, 1.	B.O.C., 1.

LEAGUE CRICKET.	
R.E. 104.	H.K. Club, 37.
Mr. Turner's XI 183.	Capt. Baird's XI 137.
Craigengower "A" 130 Kowloon "A" 36.	
Police "A" 126.	Watson's C.C. 55.

## LEAGUE FOOTBALL.

## First Division.

H.K. CLUB V. NAVAL YARD.  
This match was played on the Club ground on Saturday afternoon. The teams lined up as follows:—

H.K.F.C.—F. H. Kow, F. G. Carroll and J. McGubbin; Hunter, R. C. Barlow and Ben Chapman; A. Aitchison and W. Weston; Manning; Whitmarsh and H. W. Sayer.  
N.Y.F.C.—Leithbridge; J. C. Jonghin and Rochford; Coombes, Haines and Macey; Crowley and Pye; Meares; Wilcox and Dalziel.

The Club kicked off facing the sun, and the ball being passed out to Aitchison, he was early conspicuous by the mastery with which he carried the ball to the Naval goal, but the ball on being centred was put past by Weston. From the kick-off Aitchison again got the ball, and on this occasion his centre was headed past by Whitmarsh, the ball grazing the upright. The Yarders then settled down to their game, and as the result of good play by the defence, they were soon in the Club goal area, giving McGubbin and Carroll all they could do to keep the goal intact. Continuing to press the Yarders looked like getting the first goal, Dalziel being dangerous with his low shots, which Kew had some difficulty in handling. Jonghin placed the ball right in front of the Club goal from a free kick, but again the ball was sent wide, this time by Meares. Aitchison and Weston then worked the ball up the field and were only stopped by Rochford, who was playing a splendid game, within ten yards of the goal. Sayer was responsible for a fine individual effort which was rendered fruitless by Manning, from a pass, sending the ball wide with no one to beat but the goalkeeper. The Club was pressing when the whistle sounded for half-time without any goals having been scored.

Early in the second moiety, a free kick for hands against Barlow, tested the club defence, and Kew did well by saving two shots from Haines in quick succession. Aitchison was responsible for the first goal of the match, when, with a lovely centre from an awkward position, he passed to Whitmarsh who sent the ball into the goal. Weston scored the second goal from a corner kick after Leithbridge had saved from Aitchison. Manning made up for his previous mistakes by scoring the third goal from a pass from Sayer, who carried the ball almost to the goal line from the centre of the field. The Yarders had several attempts to get near Kow, but they were of little importance, the Club defence having them well in hand. Final scores, H.K.F.C., 3; Naval Yard, 0.

Very few spectators witnessed this match owing to the more important League fixture on the Military ground.  
The Club was best served by Aitchison, Whitmarsh, Ben Chapman and the new half, back, Hunter. Kew in goal was safe, as usual, but he did not get much to do. McGubbin has not shown up to his form of former seasons yet, and his kicking is fluky. Barlow is still in need of training, as is Manning, who missed several good chances on Saturday. The new forward Sayer is worth looking after, and will do well when the forward line gets into working order. The Yarders were best served by their defence. Leithbridge in goal was the most useful man on the field. Haines and Dalziel played well, and had the latter player received more support, he would in all probability have registered the first goal for the Naval Yard.  
Both teams showed to more advantage on Saturday and it is evident that all they require is a better knowledge of each others methods to be teams which will have to be reckoned with in the near future.

## BUFFS V. KOWLOON.

Buffs:—Black; Ruler and Bartlett; Dore, Wren and Tappett; Fitzpatrick and Drew; Taylor; Brewster and Barker.  
Kowloon: P.C.—Foulkes; Allen and Lapsley; Storrie and C. Wilkie; Hadley and Morris; Brown; T. Wilkie and Mead.

The above teams met on the Military ground on Saturday, and as was fully expected the former won, but not by the large margin anticipated. Both teams started strong, and the Buffs tried several times for goal without success; the defence put up by the Kowloon team being better than was anticipated. Hundreds of the Buffs supporters were on the ground to encourage the Military players, and no doubt many of them left the field disappointed, judging by the remarks heard on the field as the game proceeded. From an outsider's point of view, and particularly when the outsider went to see the Buffs win by six goals to nothing, the game was extremely surprising. Fitzpatrick and Drew were the men of the hour. The former drew first blood for the soldiers which was the only goal scored in the first half.

In the second part Kowloon defence worked well to save their colours, but Barker for the Buffs scored a second goal a few minutes before the call of time, much to the joy of the latter's supporters, and the game ended in favour of the Buffs by 2 goals to nil.

## ROYAL ARTILLERY V. ROYAL ENGINEERS.

Played on the Military ground at Happy Valley on Saturday, this match ended in an easy win for the gunners by six goals to two. The Artillery put a strong team into the field, and the chosen eleven of the sappers included some old and tried footballers, but these sadly lacked form, and in many stages of the game were found wanting. The teams turned out as under:

Artillery:—Beasley; Oxley and Waters; Walker, Weaver and Howitt; Cramp and Ansell; Watts; Nash and Bellis.  
Engineers:—Smith; Boardmore and Cully; Lamb, McCrory and Jackson; Parlow and Meaney; Morrish; Taylor and Ormsmond.

The Engineers kicked off, and after each goal had been visited a halt was called before the artillery goal. From a scramble in front Morrish sent in a sharp and well-directed shot, but Beasley proved equal to the occasion and cleared. A second attempt by Meaney looked forced. The left wing of the artillery took charge of the leather and transferred the play. A long kick by Nash landed the ball in front of the R.E. goal. Watt took the opportunity and made no mistake. With one goal to their credit the gunners continued the bombardment. This time Watts was fed by the right forwards, and it was not long before another opening presented itself. He promptly took advantage of it, and for the second time the leather found a resting place in the net. A third goal was shortly afterwards added by this mercurial pivot, through a mistake by Cully. The Engineers then worked their way into Artillery territory, and fought hard to overcome the defenders. Meaney took the first open shot at goal, but the kick was not straight. Morrish took the next opportunity and Beasley did well to clear, but he was not prepared for another immediate attack, and Meaney succeeded in passing him. Some clever play by Parlow kept the Artillery on the defensive for another spell, but eventually the gunners broke away and bore down on the R.E. stronghold. A sortie followed before the goal and Nash, who throughout did good work for his team, added another goal to the score.

## Half-time: Artillery, 4; Engineers, 1.

The Engineers made a fine dash off in the second-half and, playing with better combination, fought hard to overcome the R.A. defenders. Oxley and Waters, however, did not shirk their work, and eventually the pressure was relieved by Watts taking charge of the leather and passing to Bellis. The latter made a smart dash along the wing and when in a good position shot. His aim proved true and another goal was registered for the conquering gunners. After this the sappers rallied for another attack, and once more fought their way to the R.A. goal before which a lengthy siege followed. Morrish's first attempt to net was unsuccessful, but he made sure of a second opportunity, and scored the last goal for the Engineers. At this stage the players appeared to tire, and interest in the game, which had at first been fairly fast and exciting, waned. There were occasional visits to both goals, but it was sometime before another opening was allowed. At length Watt saw another opportunity, and promptly added another goal to the gunners' total.

## Final: Artillery, 6; Engineers, 2.

## LEAGUE TABLE.

## First Division.

	P.	W.	L.	D.	For.	Agst.	Points
Buffs	4	4	0	0	19	1	8
R. G. A.	3	3	0	0	14	3	6
Kowloon	4	1	2	1	7	8	3
R. E.	4	0	2	2	6	12	3
H. K. Club	4	1	2	1	4	11	3
Naval Yard	3	0	3	0	0	16	0

## Second Division.

## A. COY. BUFFS V. 87 COY. R.G.A.

Considerable interest was taken in this match which was played on the Parade Ground on Saturday at 3 p.m. A Coy. won by two goals to nil and on the afterwards play looked as if they could have won by a wider margin.  
83 COY. R.G.A. V. 87 COY. R.G.A.  
These teams met at Lyman on Saturday afternoon at 4 p.m. M. S. Barnfather refereed.

The keen rivalry which exists between the teams made the play attractive during the whole of the game. 83 Coy. eventually won with the only goal of the match to their credit.  
R.E.C. V. B.O.C.

This match was played on H.K. Club ground Happy Valley on Saturday at 2.30 p.m. From start to finish the game was full of interest and the play was occasionally very fast. The "Boys" were the better team and would have won but for the dilly-dallying of their forwards in front of their opponents goal. Lusitano were first to score and they looked like winning until H. Goldenberg beat Alves with rather a soft shot. The game ended with the teams dividing two goals, and the league points equally between them.

## LEAGUE TABLE.

## Second Division.

	P.	W.	L.	D.	For.	Agst.	Pts.
83 Coy.	2	2	0	0	3	0	4
A. Coy.	1	0	0	2	0	2	0
B. O. C.	1	0	0	1	1	1	1
Lusitano	2	0	1	1	3	1	1
87 Coy.	1	0	1	0	0	1	0
87 Coy.	1	0	1	0	0	2	0
Moslem	0	0	0	0	0	0	0
B. Coy.	0	0	0	0	0	0	0

The Match between B. Coy. Buffs, and Moslem F. C. which was cancelled on Saturday will take place on the Military Ground this afternoon at 5 p.m.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Powder. Chamois will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. 1453

## LEAGUE CRICKET.

H.K.C.C. "A" V. ROYAL ENGINEERS.  
This match was played at Happy Valley on Saturday, the result being a win for the Royal Engineers, only five of the Club team batting. Scores were:—

	R.	M.	B.	W.
E. Irving, run out	28			
A. O. Leith, b O'Sman	1			
A. McKenna, b O'Sman	1			
B. P. Long, not out	5			
P. Jacobs, not out	1			
E. C. Hagen, absent	0			
Whitmarsh, absent	0			
Extras	1			
Total	37			

	O.	M.	R.	W.
O'Sman	12	1	12	1
Kene	8	0	20	1
McGregor	3	1	4	1

McGregor, O'Sman, Hagen... 33  
Sapper, Harris, O'Sub, b McKenna... 40  
Power, c and b Hagen... 4  
O'Sman, c and b Hagen... 4  
Kene, run out... 4  
Kies, b Hagen... 3  
Davidson, not out... 3  
Maloney, c Irving, b Hagen... 1  
Walker, b Hagen... 1  
Extras... 10

Tooney and Tully did not bat.

Declared: Total for nine wickets... 104.

	O.	M.	R.	W.
Leith	0	0	24	0
McKenna	0	0	32	0
Whitmarsh	0	0	22	0
Hagen	0	0	21	0
Long	0	0	13	0

## OTHER CRICKET.

## MR. TURNER'S XI. V. CAPTAIN BAIRD'S XI.

The match played on the ground of the Hongkong Cricket Club on Saturday was between eleven captained by Captain Baird and Mr. Turner. The game ended in a win for Mr. Turner's XI. by 46 runs, the innings being declared when the total stood at 183, while Captain Baird's team was disposed of for 137 runs. Scores and analyses follow:—

	R.	M.	B.	W.
Capt. Garnett, b Substitue, b Bagnall	0			
A. H. Young, b Bagnall	3			
W. N. Edwards, b Bagnall, b Oliver	20			
A. C. E. Elborough, c Baird, b Oliver	9			
Capt. Bagnall, b Baird, c Bagnall, b Fowler	2			
E. O. Bird, c Crawford, b Innes	18			
W. C. D. Turner, c Day, b Oliver	51			
R. C. Hutchison, b Bagnall	8			
Capt. Chapman, b A. not out	3			
A. Claxton, not out	17			
Extras	15			
Total	183			

## Bowling Analysis.

	O.	M.	R.	W.
Bagnall	12	0	41	3
E. H. Oliver	10	4	29	2
Le Innes	10	4	11	1
Capt. Baird	3	1	59	0
Fowler	8	0	58	1
Power	2	0	16	0

## CAPT. BAIRD'S XI.

	R.	M.	B.	W.
Capt. H. W. Green, c A. Garnett	0			
L. D. K. Anderson, run out	19			
R. E. H. Oliver, run out	48			
E. W. Day, b Bird	0			
E. A. Fowler, b Young	18			
L. D. K. Anderson, b Bird	15			
L. A. Bagnall, c Claxton, b Garnett	15			
Capt. Crawford, c Elborough, b Garnett	4			
Lt. Innes, c Elborough, b Garnett	17			
Capt. Baird, c Turner, b Garnett	14			
T. P. Pearce, not out	5			
Extras	5			
Total	137			

## Bowling Analysis.

	O.	M.	R.	W.
Capt. Garnett	10.3	1	46	5
Lt. Innes	5	0	59	0
R. E. O. Bird	10	0	48	2
A. H. Young	5	0	11	1

## CRAIGENGOWER "A" V. KOWLOON "A".

This match was played at Kowloon on Saturday and ended in a win by 94 runs for Craigengower. Scores:—

	R.	M.	B.	W.
S. E. Green, run out	24			
R. B. Battilware, b Pond	0			
H. W. Peterson, b Curwen	0			
D. F. Lamont, b Pond	2			
A. S. Gams, J. b Pond	2			
F. Rapp, c Fulton, b Curwen	12			
W. H. Warren, c b Curwen, b Spillie	12			
P. Currie, b Goldsmith	29			







# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN. ANG. COLOMBO, Port SAID and MARSEILLES.	SOMALI Capt. A. C. Cubitt, R.N.R.	About 3rd Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA.	NORE Capt. G. Phillips, R.N.R.	About 4th Nov.	Freight and Passage.
SHANGHAI.	ASSAYE Capt. Owen Jones, R.N.R.	About 12th Nov.	Freight and Passage.
LONDON via USUAL PORTS OF CALL.	DEVANHA Capt. H. Powell	Noon, 13th Nov.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 1st November, 1909.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 2nd Nov., 3 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 2nd Nov., 4 P.M.
SHANGHAI	"ANHUI"	On 4th Nov., 4 P.M.
MANILA	"CHANGSHA"	On 5th Nov., 4 P.M.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREEMANTLE and PERTH.	"KUBICHOV"	On 6th Nov., 4 P.M.
WEIHAIWEI and TIENTSIN	"LINAN"	On 7th Nov., 11 P.M.
SHANGHAI	"TEAN"	On 9th Nov., 3 P.M.
MANILA	"CHINHUA"	On 11th Nov., 4 P.M.
SHANGHAI	"CHINHUA"	On 11th Nov., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

PAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 56.  
For Freight or Passage apply to—  
HONGKONG, 1st November, 1909

BUTTERFIELD & SWIRE,  
AGENTS

# DOUGLAS STEAMSHIP CO., LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG" Capt. A. E. Hodgins	SWATOW, AMOY and FOOCHOW.	TUESDAY, 2nd Nov., at 10 A.M.
"HAICHING" Capt. W. C. Passmore	SWATOW, AMOY and FOOCHOW.	FRIDAY, 5th Nov., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 30th October, 1909.

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# EAST ASIATIC CO., LD.

## COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

## ST. PETERSBURG & VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

## GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

### SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	On 10th November.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC	"PEKING"	Middle of November.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC	"CANTON"	Middle of December.

For Further Particulars apply to  
Hongkong, 16th October, 1909.MELOCHERS & CO.,  
AGENTS.

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# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Monday, 1st Nov., 3 P.M.
SINGAPORE, SAMARANG & SOERABAYA	"ONSANG"	Monday, 1st Nov., 4 P.M.
SHANGHAI	"WINGSANG"	Tuesday, 2nd Nov., Noon
SHANGHAI	"YATSHING"	Thursday, 4th Nov., Noon
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Friday, 5th Nov., 3 P.M.
MANILA	"TUENSANG"	Friday, 5th Nov., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Friday, 12th Nov., 2 P.M.

## RETURN TOURS TO JAPAN.

### OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

Hongkong, 30th October, 1909.

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# CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 6th Nov., Noon.
RUBI	2540	R. W. Almond	Manila	On 13th Nov., Noon.

For Freight or Passage apply to  
Hongkong, 1st November, 1909.SHEWAN, TOMES & Co.,  
General Managers.

# HAMBURG-AMERIKA LINIE

## HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to: all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG: HOMEWARD.

OUTWARD.	FOR ROTTERDAM HAMBURG & ANTWERP
FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. LIBERIA 2nd Nov.
S.S. SILVIA 1st Nov.	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. SUEVIA 17th Nov.	S.S. BELGRAVIA 20th Nov.
S.S. SENEGAMBIA 18th Nov.	FOR HAVRE & HAMBURG:
S.S. SITHONIA 1st Dec.	S.S. SILVIA 25th Nov.
S.S. SCANDIA 10th Dec.	FOR HAVRE, HAMBURG & ANTWERP:
S.S. BRASILIA 18th Dec.	S.S. BRISGAVIA 30th Nov.
S.S. SEGOVIA 28th Dec.	FOR HAVRE, ROTTERDAM & HAMBURG:
	S.S. SILEZIA 2nd Dec.
	FOR HAVRE & HAMBURG:
	S.S. SENEGAMBIA 29th Dec.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong, 26th October, 1909.

Hongkong Office.

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# SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).
S.S. MANSU MARU 5000 tons gross Sail Dec. 10th, at Noon.
S.S. AMERICA MARU 6000 " " " Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.  
TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 28th October, 1909.

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# NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	IYO MARU, Capt. T. Harrison	6,500	WED'DAY, 10th Nov., at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA.	WAKASA MARU, Capt. N. Nielsen	6,500	WED'DAY, 24th Nov., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	KAGA MARU, Capt. M. Hagino	8,000	TUESDAY, 9th Nov., at Noon.
BOMBAY via SINGAPORE and COLOMBO.	SHINANO MARU, Capt. K. Kawara	6,500	TUESDAY, 7th Dec., at Noon.
SINGAPORE, H.A.I., MOJI and KOBE.	NIKKO MARU, Capt. M. Yagi	6,000	FRIDAY, 26th Nov., at Noon.
KOBE and YOKOHAMA.	KUMANO MARU, Capt. M. Winkler	6,000	FRIDAY, 24th Dec., at Noon.
NAGASAKI, KOBE and YOKOHAMA.	TOTOMI MARU, Capt. R. Smith	4,500	MONDAY, 8th November.
NAGASAKI, KOBE and YOKOHAMA.	YEBOSHI MARU, Capt. B. Bon	4,500	FRIDAY, 12th November.
NAGASAKI, KOBE and YOKOHAMA.	KAWACHI MARU, Capt. H. Petersen	6,500	SATURDAY, 13th Nov., at Daylight.
NAGASAKI, KOBE and YOKOHAMA.	KAMO MARU, Capt. F. L. Sommer	9,000	SATURDAY, 20th Nov., at Daylight.
NAGASAKI, KOBE and YOKOHAMA.	KUMANO MARU, Capt. W. Winkler	6,000	WED'DAY, 24th Nov., at Noon.

† Fitted with New System of Wireless Telegraphy.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

## EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KITANO MARU - (Capt. F. E. COPE) - About Wed. 17th Nov.
HIRANO MARU - (Capt. H. FRASER) - About Wed. 15th Dec.
KAMO MARU - (Capt. F. L. SOMMER) - About Wed. 12th Jan.
MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 9th Febr.

## CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,  
MANAGER. [15-93]

# THOS. COOK & SON,

## TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East—16, DES VEXES ROAD, HONGKONG.

Japan Office—14, WATER STREET, YOKOHAMA.

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# JAVA-CHINA-JAPAN LIJN

## REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILIWONG	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIPANAS	SHANGHAI	Second half of Oct.	JAVA	Second half of Oct.
TJIBODAS	JAPAN	Second half of Oct.	JAVA	First half of Nov.
TJIMAH	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJIKINI	JAVA	Second half of Nov.	JAPAN	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN.  
York Buildings, 1st Floor.  
Hongkong, 16th October, 1909.

Telephone No. 375.

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# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasures and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING, TAKAO via SWATOW, & AMOY.	"SOSHU MARU" Capt. K. Sugi	TUESDAY, 2nd Nov., at 9 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For Information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER

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# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

## HOMeward PASSENGER SEASON 1910.

## PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
ARCADIA 7000	February 5	MANTUA 11000	March 5	March 11
ASSAYE 7500	February 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MALWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at Bombay)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10500	April 30	May 6
ASSAYE 7500	April 16	MARMORA 10500	May 14	May 20
DELTA 8000	April 30	MOOREA 11000	May 28	June 3
DELHI 8000	May 14	MOULTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON (including Surtax):

1st SALOON £71.10 SINGLE £106.12 RETURN.

2nd " £43.8 " £72.12 " "

In addition to the above Mail Steamers the following:—

INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA 6600	January about 26	March about 12
SUMATRA 4600	February 9	March 26
NYANZA 6700	February 23	April 9
SUNDA 4670	March 23	May 7
MALTA 6060	April 20	June 4
SAEDINTA 6570	May 4	June 18
NORE 6700	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (including Surtax):

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " £38.10 " £57.4 " "

Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT

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